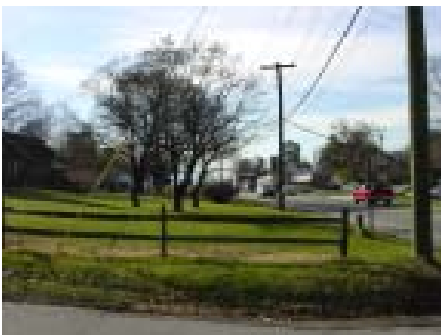


Infrastructure

Street System



Grandin Road and Brambleton Avenue are arterial streets along the north and south edges of the neighborhood. These streets are the primary means of access from the neighborhood to other parts of the city. Grandin Road is adequately sized to meet current and future traffic demands. Brambleton Avenue carries more traffic. VDOT estimates from 2003 indicate the street has about 14,000 ADT (Average Daily Trips). Traffic counts indicate a negligible increase in traffic since 1990. The Roanoke Valley Long-Range Transportation Plan does not recommend modifications to Brambleton Avenue. Any widening of Brambleton Avenue would most likely induce more traffic by encouraging more sprawl development in southwest Roanoke County.



Though Brambleton Avenue is not slated for widening, the function of the street can be improved. Between Spring Road and the City limit, Brambleton should be designed to support village center development. Sidewalks and curbs should be installed. Trees should be installed in grates on the street side of the sidewalk. Sufficiently wide grass strips laid between the sidewalks and the streets should be considered neighborhood-wide. Curb cuts should be carefully considered, limited in both size and number.

East of Spring Road, Brambleton Avenue has a more residential context. Mature trees just inside the curb line and steep topography would make it difficult to install a sidewalk without removing trees. This area needs further study to determine appropriate pedestrian accommodations. Farther east, where the street is bordered by Shenandoah Life and Fishburn Park, the street becomes winding and is unwalkable. This plan recommends that an asphalt path be installed on at least one side of the street. The residents suggested the north side of the street.



*Views of
Brambleton
Avenue, looking
south and north,
near Fishburn
Park.*



The interior streets of Grandin Court are generally arranged in a grid system. The grid, however, is modified due to topography. Streets are interconnected and there are few dead ends. The connected system tends to distribute traffic among many smaller streets. Guilford Avenue, Spring Road, Woodlawn Avenue, and Rosewood Avenue function as neighborhood collectors, which convey traffic between individual properties and arterials. Because there are so few linking streets between Grandin Road, Brambleton Avenue, and Colonial Avenue, some



of Grandin Court's neighborhood collector streets are used by cut-through traffic. Residents cited speeding and cut-through traffic as ongoing concerns. Residents suggested lowering the speed limit along the residential area of Brambleton Avenue from 35 miles per hour to 30 miles per hour.

In the 1990s, large volumes of cut-through traffic on Rosewood Avenue led to aggressive tactics to calm and divert traffic. The City of Roanoke installed several new stop signs and constructed asphalt curbs. Despite these measures, Rosewood remains a convenient access between Brambleton and Colonial, so it still experiences cut-through traffic and speeding, though to a far less extent than before.



Strategies should focus on encouraging traffic to travel at speeds appropriate for the neighborhood setting. Measures aimed at reducing traffic volume are not recommended. Such tactics tend to inconvenience residents the most and, even worse, simply shift traffic problems to other streets that have even less capacity to handle it. Cut-through traffic between Brambleton Avenue and Grandin Road tends to use two routes. From Grandin Road, traffic uses Guilford and Woodlawn Avenues. From Brambleton, traffic tends to use Spring Road, Livingston Road, and Guilford Avenue. Residents requested that the streets around the Grandin Court Elementary School have full stop signs, and that Rosewood and Woodlawn also need a stop sign. They also asked that the section of street currently named Woodlawn be changed to Spring Road because it connects to Spring Road on either end where it intersects with Brambleton Avenue.

Streetscape and traffic-calming priorities for Brambleton Avenue and Grandin Road should consider tree planting. The tree species must be selected to ensure survivability and to provide a generous canopy over the street.



This plan recommends a number of strategies to encourage lower traffic speeds and increase pedestrian safety and accessibility:

- Keep streets as narrow as possible. Narrow travel lanes tend to slow traffic.
- Install infill curbing and sidewalks. Sidewalks and curbing are missing in some sections of the neighborhood collector streets.
- Encourage on-street parking. Residents can have a role in slowing traffic by simply parking their cars on the street to narrow the apparent width of the street.
- When new curbs and/or sidewalks are installed, a minimum three-foot wide grass strip should be included between the curb and sidewalk to accommodate street trees.
- Plant street trees as part of the overall infrastructure plan. Trees should be long-lived species with spreading canopies.

Residents voiced concern about increased traffic and parking along the streets resulting from the construction of Patrick Henry High School. Measures are being taken to limit access in order to mitigate traffic impact.

Sidewalks and Curbs

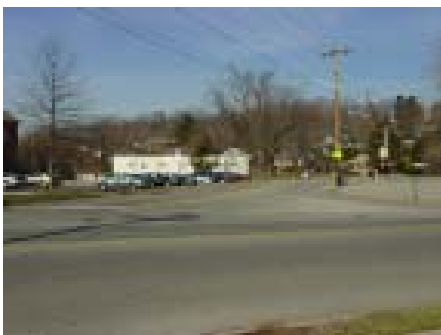
The majority of the neighborhood's streets have curbing. Some, however, have only gravel shoulders. Sidewalks are common throughout the neighborhood, but the area lacks a complete system. Many sidewalks abruptly begin and end in the middle of blocks. City resources to construct curbing and sidewalks on a citywide basis are limited, so in order to facilitate the timely installation of such improvements, residents may consider participating in cost sharing arrangements. Arterial and neighborhood collector streets should be priorities for new sidewalk construction. New sidewalks for local streets should be considered once arterial and collector streets have a complete system.

Gateways

This plan recommends a new Roanoke gateway sign on Brambleton Avenue near the intersection of Red Rock Road. The setting for the sign should be a curbed and landscaped median constructed in the triangular area created where the center turn lane transitions into a center stripe. This gateway would not only announce the entrance into the city, but would also serve as a visual transition to a lower traffic speed.



The areas where new gateway signs are needed, both for the City of Roanoke and for Grandin Court.



An island gateway sign for the neighborhood is recommended at this intersection at Brambleton Avenue and Spring Road.

Two neighborhood gateways are recommended on Spring Road and on Guilford Avenue - the two primary entrances to the neighborhood. The gateways should be of a durable material like masonry or metal. The pillars that mark the entry to the Rugby neighborhood provide a good example from which to borrow a style. Signs should be located within landscaped curb extensions on both sides of the street.



Stone pillars similar to those that mark the entrance into the Rugby neighborhood could be used on Guilford Avenue at this entrance into the Grandin Court.

Public Transportation

The area has excellent transit access. Valley Metro has two routes in the neighborhood. Route 65/66 provides public transportation along Memorial Avenue and Grandin Road including Patrick Henry High School. Route 61/62 serves Brambleton Avenue, Brandon Avenue, and Main Street. Most of the neighborhood is within a quarter mile of a transit route.

Bicycle/Pedestrian Connections

New sidewalk construction is needed in Grandin Court to provide for a more pedestrian friendly environment, especially along the commercial area of Brambleton Avenue. In addition, the shoulder of Brambleton should be widened along Shenandoah Life to provide better pedestrian access. According to the bicycle survey, both Grandin Road and Brambleton Avenue would require widening in order to accommodate bicycle traffic, although it appears that a bike shoulder could be built on the south side of Brambleton from Woodlawn Avenue east to Fishburn Park. For a more natural stroll through the neighborhood, two greenways are proposed, the Murray Run and the Mudlick Creek greenways that will connect to other parts of the city.

Utilities

American Electric Power, Verizon, and Roanoke Gas serve the area. Western Virginia Water Authority provides public water and sewer services, which are available throughout the neighborhood.

Streetscapes

The majority of the residential blocks have appealing streetscapes with rhythmic placement of trees and sidewalks, while others developed along flowing hill-sides. Houses are similar in architectural style and are consistently set back from the street. The majority of public rights-of-way have adequate curbs, sidewalks, street trees, although the system is not complete. Other blocks have mixed residential and commercial uses or have numerous vacant lots. The homes along the southern boundary overlook the city to the north from larger lots along a ridgeline.

Infrastructure Issues:

- Streetscape and pedestrian accommodations on Brambleton Avenue.
- Addressing traffic on collector streets.
- Defining City and neighborhood gateways.